

**CENTRAL INTELLIGENCE AGENCY**

# INFORMATION REPORT

## REPORT

**CD NO.**

**COUNTRY** USSR (Ukraine) **SEX**

**SUBJECT** Airfields near Lutsk

PLACE  
ACQUIRED

DATE OF INFO

**DATE RECD.**

**7 November 1955**

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(LISTED BELOW)

25X1

SUPPLEMENT TO  
REPORT NO.

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Comments

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1. In paragraph 1, Kiwerce should read Kivertsy. The airfield described is probably Lutsk/North.
2. In paragraph 5, the Sapalajevka (sic) River is not shown on AMS N501, 1: 250,000, NM 35-4. Vosdushnogo Flota should read Grazhdanskiy Vozdushnyy Flot.
3. In paragraph 6, Masterski should read Masterskaya, and Kiweretskaya should read Kiveretskaya.
4. In paragraph 7, Krasno Armiya Street should read either (ulitsa) Krasnoy Armii, or Krasnoarmeyskaya Street, probably the latter.

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COUNTRY	USSR	REPORT
TOPIC	Airfields near Lutsk (or Luck)	
EVALUATION	PLACE OBTAINED	25X1-
DATE OF CONTENT		
DATE OBTAINED	15 September 1954	
REFERENCES	25X1	
PAGES	3 ENCLOSURES (NO. & TYPE)	1 - one sketch on ditto
REMARKS	25X1-	
This is UNEVALUATED Information		
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1. Between 1949 and April 1954, a military airfield was located about 4 km north of Lutsk (5044 N/2517 E), along the west side of the road and the Lutsk-Kiwerce (5050/N2527 E) railroad line. The northern boundary of the airfield was formed by the Kiwerce Woods. The terrain between the southern boundary and the perimeter of Lutsk was flat and crossed by the Styr River in the southwest. The north-south extension along the afore mentioned road was not less than 2.5 km long; the east-west extension could not be estimated. An approach road to the field branched off the Lutsk-Kiwerce road. No civilian vehicles were permitted to stop on the road.<sup>1</sup> No runway was determined at the field. Parking areas for airplanes were located along the south side of the airfield. 25X1
2. The airfield was occupied by Soviet air force units. The following type airplanes were discernible:
  - a. twin-engine piston-engine planes, in connection with a cargo-carrying glider unit.
  - b. swept-back jet planes, referred to by the Soviets as "reactive". Twenty planes each of the above mentioned type were seen at the field from 1943/1949 up to April 1954. The jet planes arrived at the field in 1953 and were still there in April 1954. Flying activity indicated that there were at least 9 turbo-jet aircraft. The twin-engine planes mostly conducted day-time flying in fair weather in small formations. No flying activity was noticed at night, nor in bad weather. 25X1
3. Flying activity was broke down into training for parachutists and towed-flight and landing for cargo gliders. Parachutist training was conducted in the vicinity of Vishkov village, about 1 km northwest of Lutsk from the spring to the fall. In most cases, three twin-engine planes flew at a low altitude and about six men subsequently parachuted a few minutes apart. Only individual white parachutes were observed. Not more than six twin-engine planes were employed for parachuting in formation. Accidents occurred very seldom. No cargo parachuting was observed.

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4. In the winter of 1952/1953, towed-flight training with cargo gliders was started and became intensified during the summer months. Three aircraft were generally observed flying in formation. The cargo gliders which were released some time later, subsequently made steep landings at the field. The aircraft flew in V formation of nine. Training activity was resumed in April 1954.

Flying activity by jet planes was observed only during daytime and in fair weather. The turbo-jets flew individually and conducted stunt flying. The aircraft flew in formations of 3, 6 and 9. The interval between the individual planes was about 1 airplane length and width. No firing and pursuit practices were noticed. <sup>2</sup>

5. A small civilian airfield extending as far as the Sapalajevka River was located east of the Lutsk Ostbahnhof, along the east side of the Lvov (4951 N/402 E) railroad line. The field consisted of a grass-covered landing field. No runway was available. A brick building housing the flight control administration, meteorological station and other offices was located on the field. Gasoline was stored in a small shed. The whole installation was called "Expedition Stantsia".

Not less than eight biplanes belonging to a state-owned civilian air line called Vozdushnogo Flota were seen at the field, in addition to an ambulance airplane which could carry a stretcher. No regular air line traffic was conducted. It was said that aircraft for private flights could be hired and that, in general, the planes were used by governmental officials, commissions, physicians and hospitals. The airfield was still in operation in April 1954. <sup>3</sup>

6. An aircraft repair plant called Aero Masterski was located on Kiweretska street at the north-northwest perimeter of Lutsk, near the railroad station. The plant, a former workshop, consisted of a large workhall with skylights. A considerable number of temporary buildings were erected in addition. A large meadow used as emergency runway for planes at the workshop adjoined the installation to the north. The noise of running motors was frequently heard from the workshop, also at night. A test stand was apparently installed there. The workforce included civilians, mostly locksmiths, and other specialists and air force personnel who were quartered in the temporary buildings. <sup>4</sup>
7. A large barracks installation occupied by a Soviet tank unit and Soviet air force units was located on Krasno Armiya street, opposite the main railroad station. The four-story brick buildings were used by air force personnel, presumably from Lutsk-North airfield. The air force members wore light-blue epaulets with winged-propeller insignia. Their uniforms were in a far better condition than those of the army personnel. Soviet air force officers and dependents were billeted in Vishkov village, about 1.5 km north of Lutsk.

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8. In addition to the type aircraft mentioned, single engine piston engine airplanes were frequently seen over Lutsk. Their home base could not be determined.

1. Comment. The report confirms the location of the airfield near Lutsk. 25X1
2. Comment. The airfield is presumably occupied by a transport regiment and a fighter unit. It is not known whether the field is provided with a runway. Since jet planes use the field the conditions of the surface must be similar to those in Austria. UNCODED 25X1
3. Comment. The airfield seems to be of local importance only. It is reported for the first time. For sketch, see Annex. 25X1
4. Comment. An aircraft plant in Lutsk is reported for the first time. 25X1

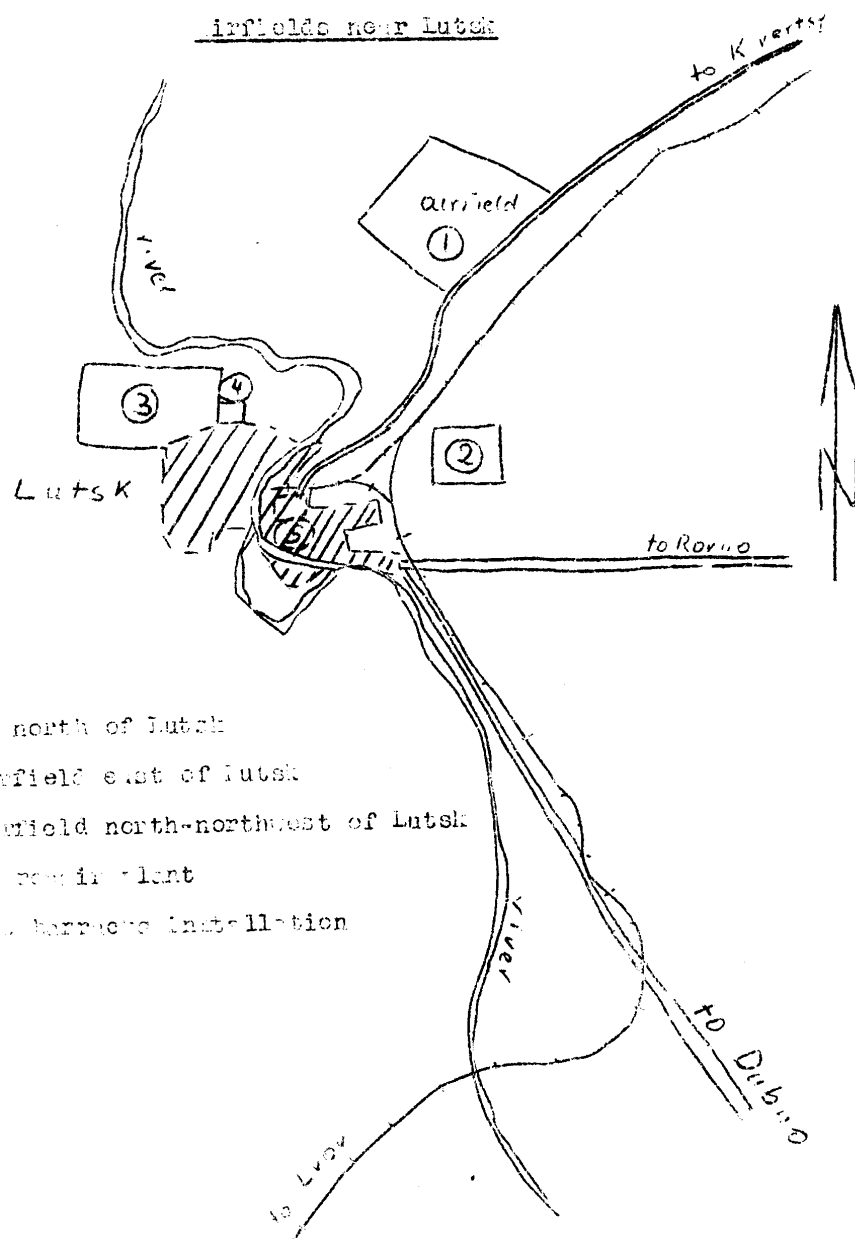
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ANNEX



Legend:

- 1 Airfield north of Lutsk
- 2 Small airfield east of Lutsk
- 3 Small airfield north-northwest of Lutsk
- 4 Aircraft repair plant
- 5 Airfield barracks installation

not to scale

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